

E. MCHENER'S SPEECH ON RAILWAY CHARGES

Conservative Leader Willing to Place Evidence Before Commission of Investigation

E. McHenry's resolution for a had allowed the option to expire, royal commission to inquire into the railway department of the province government was voted down late in the evening of the 2nd of April, the solid Liberal vote being in favor of an amendment moved by the Premier, a laudatory resolution paying high commendation to Premier Sifton and his railway policy.

Mr. Speaker, speaking in support of the resolution before the House, I will direct the attention of the House to each clause separately. The first clause reads:

"Be it resolved, that in the opinion of this House the Minister of Railways has improperly permitted the payment out of the treasury of the proceeds of the guaranteed bonds, large sums of money on false and fraudulent estimates."

Ample evidence was brought out in the Public Accounts Committee during the last session to prove, beyond doubt, that progress estimates were certified by the Government engineer and monies paid out thereon without verification by actual inspection of the work done and the monies paid out as set forth in the progress estimates. From the volume of evidence which was brought out in the Public Accounts with respect to the payment out on progress estimates we are now drawing on our imagination when we state that the public interests have not been protected by the negligence on the part of the Minister of Railways in not having progress estimates verified as to the actual work done and the monies paid out, but in many cases the progress estimates have been over-stated as to work actually done and as to monies actually paid out both in connection with the lines controlled by the J. D. McArthur system and also the Canadian Northern Western.

In connection with the Canadian Northern Western guaranteed lines under Chapter 19, there was paid out as of last session an amount exceeding an average of \$25,000 per mile on the completed mileage. The average guarantee for these various lines was approximately \$15,000 per mile, the difference between \$15,000 and \$25,000 would leave \$10,000 per mile of monies paid out on uncompleted grades for a mileage total of all 150 miles. This constitutes an over-payment of practically \$5,000,000 at least of over-payment on the actual work done under the Canadian Northern Western guarantees. In the Canadian Northern estimates for these various lines \$5,000,000 per mile for grading is the average amount, therefore taking their own figures as to the estimated cost of grading, it means that at least \$7,000,000 has been paid out on these different guarantees in excess of what the company has actually earned. As these payments are made out on progress estimates certified to by the Government engineer and made out by the Secretary of the Railway department, Mr. Harvey, on a percentage basis, it is evident to anyone that the progress estimates have been padded in order to secure large payments on work already done.

Take the line from Strathcona to Cochrane and south, there are 1.29 miles completed and ten miles of grade. \$171,874 was paid on this work. The Minister of Railways says this includes the terminal ground in Strathcona, but allowing this, and allowing also for some preliminary survey expenses, it is not possible to account properly for this large payment with so little work done.

Then take the case of the Calgary North Eastern on which there are 5 1/2 miles of grade built under a guarantee of \$13,000 per mile, in connection with which progress estimates are dated January 31st, 1914, and signed February 20th, 1914, by N. H. MacLeod, chief engineer, and certified to by R. W. Jones, provincial government railway engineer. The total amount of the estimate is \$333,474.80. On the percentage basis on which progress estimates are paid out the company received \$207,203.00, making an average of \$40,000 per mile for grade which was completed as of that date. The payment however, included preliminary engineering and contingencies \$30,315 and \$58,800 for a right of way through the City of Red Deer.

In the first place there is not nearly the grading done on this 5 1/2 miles of grading which the progress estimate sets forth, in other words there is an over-statement of the amount of work done. In the second place the right of way through the City of Red Deer being a very large item in the estimate of \$58,800 has not been purchased by the Canadian Northern Western Railway Company.

In the year 1915 the City of Red Deer assessed the Canadian Northern Western for this right of way as well as two other parcels of property which they now own in the City of Red Deer, one being assessed for \$400 and the other for \$800. They were assessed for the right of way proper \$34,400. The Canadian Northern Western tax commissioner informed the City of Red Deer that they didn't own the right of way for which they were assessed \$34,000. This was verified by Oler, Hammond and Nanton, the Calgary and Edmonton townships agents who own the said right of way and asked for the property to be assessed to them, stating that at one time the Canadian Northern Railway had an option on the said right of way but

for. I presume the Canadian Northern Western only stated the amount they received but that does not necessarily prove to me also received the difference of that the bonds were underwritten for that amount. As the National Trust Company, acting for the different parties concerned one would naturally suppose and expect the government to produce a statement from the trust company, at least accounting for this shortage, as I presume the trust company are responsible to the Government for the proper accounting of the proceeds of the sale of bonds. No such statement has as yet been produced from the trust company by the Government. We will hold the Government responsible for the shortage and also hold them further responsible for submitting to the House a statement which is not borne out by facts. Mr. Speaker, I understand the provincial treasurer has a further explanation to make. I sincerely hope that he will be able to explain to the satisfaction of this House the shortage. I would be the last one to find any pleasure in believing that the money of this bond sale were not properly accounted for and can be in and all sincerity say that I would be only too pleased if a proper accounting was forthcoming. But in view of the fact that the shortage has been side stepped and in view of the various conflicting attempts to account for it, there will need to be a more reliable explanation than anything that has been said before we can accept it as satisfactory. In fact, Mr. Speaker, there is only one way of an investigation by such a commission as asked for in connection with the shortage.

(2) "That no proper supervision has been exercised by the Minister of Railways nor by any member or official of the government to ensure that the entire proceeds of sales of bond issues are paid into a chartered bank according to law and as a result of such negligence large sums of money which by law should have been used in railway construction have been diverted to private interests."

Mr. Speaker, in connection with this we have the case of the shortage of Railways in connection with the sale of Canadian Northern Western bonds, authorized under Chapter 19, 1911-12 statutes. It is not necessary to go into the details of this, as we had the question of this shortage before us for three sessions and at this session the Government has attempted to account for the shortage of approximately half a million dollars and has submitted a statement to the House which is now a public document, which on the face of it appears to cover up rather than to explain the shortage.

In the first place no dates are given with respect to the temporary loans or interest what was paid out of the proceeds of the bonds for those temporary advances which in according to the Guarantee Act, while I am as credulous as most men I cannot accept the payment out of this interest as an accounting for the shortage to that extent. We have had the actual cost of these lines of between \$5,000,000 and \$20,000,000 an average of over \$5,000 per mile. We have had the opinions of different engineers and practical railway men as to the character of the roads built and the cost of same, we have had the opinion of the chief engineer to the department of Railways and Canals, Ottawa, on the Grande Prairie branch. This report is made up after two

inspections of the lines, and a thorough investigation of the company's books. In connection with the statement made by J. D. McArthur Construction Company contracts are underwritten for that amount. As the National Trust Company, acting for the different parties concerned one would naturally suppose and expect the government to produce a statement from the trust company, at least accounting for this shortage, as I presume the trust company are responsible to the Government for the proper accounting of the proceeds of the sale of bonds. No such statement has as yet been produced from the trust company by the Government. We will hold the Government responsible for the shortage and also hold them further responsible for submitting to the House a statement which is not borne out by facts. Mr. Speaker, I understand the provincial treasurer has a further explanation to make. I sincerely hope that he will be able to explain to the satisfaction of this House the shortage. I would be the last one to find any pleasure in believing that the money of this bond sale were not properly accounted for and can be in and all sincerity say that I would be only too pleased if a proper accounting was forthcoming. But in view of the fact that the shortage has been side stepped and in view of the various conflicting attempts to account for it, there will need to be a more reliable explanation than anything that has been said before we can accept it as satisfactory. In fact, Mr. Speaker, there is only one way of an investigation by such a commission as asked for in connection with the shortage.

(3) "That as a result of misleading and incorrect statements conveyed to this House by the Minister of Railways, this House was induced to authorize guarantee of bonds to the railway controlled by J. D. McArthur and his associates, viz., the Edmonton-Dunvegan and British Columbia Railway, the Alberta & Great Waterways Railway, the Central Canadian Railway and the Grande Prairie section, we believe and our belief is founded upon the information which we have received, that the guarantees are fully paid out under these lines, Mr. McArthur and his associates will have made a profit over the actual cost of these lines of between \$5,000,000 and \$20,000,000 an average of over \$5,000 per mile. We have had the opinions of different engineers and practical railway men as to the character of the roads built and the cost of same, we have had the opinion of the chief engineer to the department of Railways and Canals, Ottawa, on the Grande Prairie branch. This report is made up after two

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line is built even more cheaply than the Grande Prairie section as to the grades, cuttings and general construction. Whether or not our contention is true that these lines are controlled by J. D. McArthur which we have received, unless the McArthur and his associates are making over \$5,000 per mile, our statement, based on the information which we have received, is not true. I thought to thoroughly enquire into the actual cost of these lines.

(4) "That private interests have been permitted by the Minister of Railways to exploit the public credit of the Province by means of excessive guarantees and other privileges with the full knowledge in the public interest and that the location of railways built on the credit of the Province has been determined by private interest rather than by public good, and that as a result private fortunes are being built up at the public expense with the full knowledge of the Minister of Railways."

Mr. Speaker, We have already made it clear to the House that private interests have exploited the credit of Alberta by reason of these excessive guarantees. When we stop to consider that J. D. McArthur who was a reliable railway contractor of modest means, comes to this Government and secures up to date of over \$18,000,000, to the credit of the Province of Alberta, McArthur and Mann have taken their toll of profit from the credit of this province already of many millions of dollars with disastrous results to the Province of Alberta. Inasmuch as they have played fast and loose with the Government in connection with the construction of these lines and have to a large extent by tying up the monies raised on the credit of the Province in the banks and not using same for railway construction, have hindered and held up railway construction rather than supply to a reasonable extent the demand for railway facilities. It would be 3 cents per the due to the Government, making the highest price 27 cents instead of 44 cents. Then W. T. Craig had a contract for \$40,000 at 34 and 36 cents. I am also credibly informed that these prices were not paid to Mr. Craig for his line. Here alone there will be an excess of several thousands of dollars above what was actually paid out. So that in statement that the Grande Prairie section cost up to September 30th, 1916 cost \$11,720 per mile it is actually in excess of the real cost, and when Mr. Ferguson estimates \$15,000 per mile for the completed line up to specifications, because of some of these prices which are inflated, it would be in excess of what it would actually cost. Furthermore Mr. Ferguson states that the Grande Prairie section is not in some particular way better built up to specifications in respect to quality of the material used in connection with the work. He also states that the Grande Prairie section while it is not built as well as the main line of the E. D. & B. C. it is practically the same class of construction and when completed would be a fair estimate of the opinion of the complete cost of the E.D. & B.C. line. As to the Alberta and Great Waterways this

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Mr. Speaker, At a time when economy is a virtue and when money is so badly needed for the development of the province, it is a crying shame that so many millions are allowed to be taken from the people of the province without getting value received. The worst feature of it all is that excess profits of the lines are not put into the road in the way of better equipment, etc., but is thrown out by private enterprises to maintain private profits. These roads serve as the principal use of J. D. McArthur in connection with the development of the time, which these roads open up and which seems to be a determining factor in the location of these various lines. For many years in the western states the great lines have been against the aggression of private interest at the public expense. As a result we have in the United States have against interlocking directorates and against railway companies carrying on other enterprises, but in this province we have not reached that stage but are facing in reality the serious dangers of the aggression of private interests.

In order to fully realize what is going on we must go back a few years to 1903, when Sir Clifford Sifton, as minister of the interior by order in council, made timber limits perpetual so long as timber remained on the ground, rather than annual as they were previously. Between this time and 1905 Sir Clifford Sifton alienated over 1500 square miles to private interests. At the time of the interior by Sir Clifford Sifton, received over 400 square miles of his own account and an interest in about 500 square miles in connection with the Imperial Pulp Company, making in all Mr. Burroughs interested in nearly 1,000 square miles of timber, or in other words a block of timber five miles wide running from Edmonton to Calgary. It would be intensely interesting to go into the details of how the timber areas were secured both in connection with Mr. Burroughs and in connection with the history of the Imperial Pulp Company, but we will pass this over.

In 1910 trouble arose in the legislature over the A. & G. W. which was as a matter of fact denominational trouble. The actual difficulty was between Sir William McKenna, Dr. Rutherford, Sir William McKenna wanted the payment of \$1,500,000 on work done on the Vegreville-Calgary line. Dr. Rutherford refused to make the amount, the work done to make the payment was not done to warrant the amount, could not be done, but Sir William demanded the money. Dr. Rutherford refused to pay. He went back to Toronto saying he would accept \$1,200,000. Again he was refused. Then trouble began as a result of the A. & G. W. investigation. Dr. Rutherford was called upon to sign and Arthur L. Sifton, chief justice of Alberta, was called upon to form a government. As to what part McKenna and Mann and Sir Clifford Sifton had in this appointment it is hard to say. Sir Sifton became premier and minister of railways and provincial treasurer, that he paid over to McKenna and Mann \$1,586,000 on account of work done on the Vegreville-Calgary line, on which Dr. Rutherford refused the payment of \$1,500,000. It was not long after Mr. Sifton became premier before J. D. McArthur, who secured an existing dominion charter for a line from Edmonton to D. C., came to Alberta and was successful in getting guarantees of the province for 350 miles at \$20,000 per mile, practically a repetition of the A. & G. W. deal. Not quite as open to criticism it is true. No guarantees were allowed on sidings, but in the end McArthur gets the whole A. & G. W. deal plus with guarantees on sidings included. Mr. McArthur is a clever man. He has made a name for himself in all over 800 miles of guarantees. He evidently is preparing the way for further guarantees as he has received extensions of charters amounting to nearly 400 miles during this session, one line going to the 9th Parallel covering territory where nobody lives and where there is no demand at present for a line. Another line goes from High Prairie down to Snipe

(Continued on page 6)

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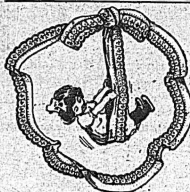
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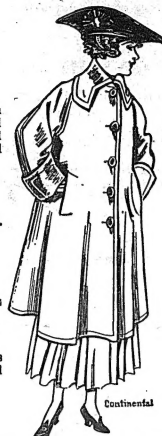
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Men's Khaki Duck Pants in a good wearing cloth, will wash and look well; made with cuff and belt loops; all sizes, at \$1.75 & \$2.50

Men's Brown Duck Pants, made plain bottom, belt loops, extra heavy cloth, made to stand hard wear. Special at \$3.25.

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Instructed by Sheriff McPherson and several other parties, I will sell by public auction the following stock and implements, on

Saturday, April 14th 1917

At the Arlington Livery Barn, Red Deer.

BAILIFF'S SALE

Under and by virtue of an Order for Sale granted by His Honor Judge Mahaffy, J.D.C., to sell certain debts enumerated in a certain hotel mortgage, given by Jotthardt to Carl Zander and to be directed against the goods and chattels of Gotthardt Tardell named in the said chattel mortgage, I have seized the following goods, namely:

Red and white cow, 8 years old; black horse, 11 years old; John Deere sulky plow; disc harrow; Van Brunt 18-shoe drill; wagon and box; set diamond tooth harrow; John Deere truck wagon; set double harness; quantity of tools, including axes, augers, hoes, hammers, forks, and other small tools.

Which I shall expose for sale on the 14th day of April at Bagley & Johnson's Arlington Livery Barn, Red Deer, at the hour of 2 o'clock p.m.

JOHN A. McPHERSON, Bailiff.

N. WHITE, Auctioneer, Red Deer

Letters from the Front

Mr. E. Howlett's brother, on leave in England, writes the family a vivid summary of his year's experiences, which makes good reading.

On first going to France last year, we occupied the trenches in front of Wysschete and Messines around the town of Kemmel. Here, we struggled to keep Fritz down for 2 months with what little artillery was afforded, for the ammunition was very scarce. Our billets were near the town of Louva, although we lived a good deal in our dugouts near the front line, a four mile walk from Louva and a mile from Kemmel. On March 17th we moved up into the Ypres salient, living in the city of Ypres and working at Hooge and Sanctuary Wood and Zillibeeke in the trenches where that terrible scrap occurred in June last.

In Hooge is one of the largest mine craters on the front, being blown up three times, and around those trenches the stench of dead bodies was terrible. The main road to Hooge was the Menin road, commonly known as the red, red, road to Hooge, and is properly named, for there has been more human blood spilt on that road than on any other. A machine gun or guns swept it continually, and one night I saw 60 of one party fall by the initial machine, and it was the only road to that part, it was used a great deal by transport, and incidentally, Fritz plastered it with his shells.

From hill 60, he could command all roads about, and Sanctuary Wood was a terrible hole. Our billets were in the ground, but when we walked out to our work 3 miles away, but one was never safe outside of a dugout. He systematically strafed the city and its entrances day and night, and we often found difficulty in getting within the wall of town for all the bridges were shelled. The ruins of the once beautiful cathedral is a terrible sight indeed.

From Ypres we went to St. Eloi with our billets five miles back at Reninghelst, but we lived in dugouts near the line. We landed just in time for the great battle, and had some mighty close shaves and varied experiences. As one night, Lieut. Aport and myself, almost entered one of the mine craters occupied by Fritz, we received a very warm reception of bombs, and afterwards experienced a terrible bombardment, and in each of these places, our original men dwindled.

Then on May 15th, we moved up to the Bluff redoubt, and taken from Fritz on March 1st last year, including the famous international trench, pictures of which I possess. Here we dug tunnels into the trench and the canal bank for protection against shell fire, and during the scrap at Ypres, we were in front of Hill 60 just off the Sanctuary Wood and Zillibeeke and sure received our share of the shells, and once I just left a trench by a few minutes when it was leveled with shell fire.

While at the Bluff, Fritz sprang a mine under us, but fortunately I was 300 yards away at the time, and this brought us up to the 1st of July, after which Fritz was not so active with his artillery, but still used his trench mortars. We were then moved across the Canal to Spirit Bank, and then to St. Eloi again. In both places I was occupied in putting in boxes for gas, which we used on Fritz on several occasions and hope it did considerable damage. Also, we were busy tunnelling for dugouts. Here, the 12th Company of Engineers relieved us, and Charles Joy was an officer.

Then we started for the Somme, a 40 mile walk brought us to St. Omer where we remained ten days, and then a 12 hour train journey landed us at near Arras with a 25 mile hike ahead of us to Albert. All the way up, the roads were lined with transport and parapets moving both ways, and we marched to the continuous roll of the guns.

Our camp was right near Albert, and our line was in front of Pozieres, a town levelled by the Germans. Our objective was Mouquet farm and Corcellette and St. Redoubt, all of which we took.

On September 15th, two sections of us had the experience of going over the parapet with the infantry behind the tanks, and we sure did laugh to see the German devils throw up their hands and cry for mercy and no mercy was given. Our work was to put in a strong point of redoubt just in front of the town of Corcellette which necessitated that we work in the open and walk in the open in full view of the Germans, as a result of which we lost heavily. I lost all my pals there, and we experienced great difficulty in getting out of our wounded, as they were a to carry them a mile or over ground where there wasn't a square inch left untouched, and Fritz continually shelled us. And I will not forget any of them, and it would be impossible to describe them, and moreover, it would not be a pleasant reading, but to see those tanks wabbling over the shell holes, was very cheering indeed.

Miss Ada Ward's Entertaining Lecture

There was a good house at the Methodist church on Wednesday evening, to hear Miss Ada Ward, the celebrated English orator, who has been engaged in work at the front. The Mayor occupied the chair. All who heard her were delighted with the clarity and lifelike sketches in crayon and words, which she brought before her audience as to the hardships and the lighter sides of life in the trenches, what the boys read and how they looked upon life generally. A loving heart, a level head, an exquisite sense of humor, and distinguished ability to express these with speech and crayon—this is Miss Ward.

Miss Ward has a most engaging presence, and is as funny as any speaker ever heard in Red Deer. The I.O.D.E. brought Miss Ward to Red Deer for her lectures, on Wednesday and Thursday, and Mrs. Welliver gave a reception in Miss Ward's honor on Thursday afternoon.

While in the city Miss Ward was the guest of Mrs. W. E. Lord.

Rocky Mountain House

April 2nd, 1917. Stuart Kidd and J. Shaaks, of Nordberg, were passengers west on Friday morning.

J. Brewster, of Banff, returned home Saturday from a few days visit with his brother George at Nordberg.

Wm. J. Wright, former train agent on this line of the C.N.R., and now residing at St. Albans, was a passenger to Calgary on Saturday's train.

L. M. Lefebvre, of Hordburg, was a caller in our village last Saturday.

A. Fraser, of Calgary, was a business visitor in our burg last week.

L. Hamblin, of Vetchland, left last week for Calgary with the intention of enlisting.

Jack Scott, of Big Valley, purchased four horses from Mr. Tatman last week, shipping them on Saturday morning.

Orvil Kirby, of Calgary, is spending his Easterday holidays with his people here.

Oliver, the section foreman on the C.N.R. at Lohearn, is leaving this week for Victoria, B.C., where he intends to join up with the Canadian Navy.

The local I.O.O.F. held an At Home in their hall on Saturday evening, which was enjoyed very much by all present.

The dead dog has been removed from the street, now for the cat, and we hear from the cat that it is going to have a clean-up day. Did we hear right?

We are wondering if Dr. Ising is to get up a band ball team this year to try and beat Leslieville, or has he given up the notion?

Eckville

April 3rd, 1917.

Mr. J. M. Cameron, of the Royal Bank, was here on business trip on Wednesday.

Born, to Mr. and Mrs. Matt. Johnson, on Sunday, April 1st, a son.

Born, to Mr. and Mrs. Martin Engen, on March 30th, a son.

There surely will be some new telephone construction around here in every direction in the spring, as wherever one looks, they will find all sorts of posts for poles.

Mr. Ed. Anderson and crew, who have been hauling lumber for the Valley Lumber Co.'s mill, of Leslieville, pulled home with their outfit on Monday. The camp has broken up for the season.

ARE BATHS NECESSARY?

This looks like a foolish question in this enlightened age, but there are a few million Americans who know nothing of Internal Bathing a few years ago and are now eager to testify that they are fully as essential to health as External Baths.

By a purely natural process of properly using warm water, the "J. B. L. Cascade" removes ALL the poisonous wastes from the Lower Intestine, which physicians agree is the cause of 95 per cent. of all human ailments.

It instantly relieves constipation, properly regulates the bowels and prevents all the dragging-down which Biliousness and Liver Troubles all over the world are afflicted with.

MR. MICHENER'S SPEECH

(Continued from page 3)

Lake on the 6th Meridian, opening up timber areas which were alienated during the time Sir Clifford Sifton was Minister of the Interior. The E.D. & B.C. charter provided that they could go into other enterprises along with the railway business. We have under the name of the North West Lumber Company a company operating a timber business practically controlled by the same interests that control the various railway systems of J. D. McArthur and his associates. We find that T. A. Burroughs has turned his timber interests north-west of Edmonton into the pool. We do not know who the associates of J. D. McArthur are, so the only information we have from the premier is that the associates of J. D. McArthur are the associates of J. D. McArthur.

The credit of carrying on the province of Alberta is practically vouchsafed to this wonderful promoter. The line of railway as guaranteed from Onoway to Grande Prairie direct to open up that wonderful fertile land, is not built, but J. D. McArthur gets a comparatively poor railway route of over 100 miles further than the direct route to tap that country and to hold up new settlers of the Grande Prairie district by exorbitant rates. No privilege or no concession seems to be denied this man who before Mr. Sifton took him in hand was responsible for the regular contractor but who is now with his associates rated by the millions.

Why do we continue this road and suicidal policy of giving the credit of the province for the privileged few to become multi-millionaires. The only justifiable reason that I can give is given by Sir Premier Sifton the Minister of Railways says so, and he has the votes to give his words effect. So long as the members of this House will support this insane and iniquitous and calamitous policy so long will the public interest be sacrificed to private profit and speculation. Is it not time that we called a halt. When we have an investigation when we bring to account the man who is charged with high responsibilities of office is not protecting the public interest, is loaning his position to the aggression of private interests at the expense of the Province of Alberta.

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Closing Exercises

Mrs. McKay, Principal of the Central school, had a very interesting session of Grade 8 on Wednesday afternoon, to which the parents and friends were invited. The regular work and the regular methods of teaching were clearly exemplified by the teacher and class, and the exercises were given with a smiling match, followed by refreshments.

Honors were even between the pupils and the visitors in the spelling, and the regular methods of teaching were clearly exemplified by the teacher and class, and the exercises were given with a smiling match, followed by refreshments.

Schedule of Fair Dates for Year 1917

In reference to Northern Fairs, it is recommended that the dates be fixed by the Superintendent of Fairs and Institutes, after consultation with those conversant with conditions in the respective districts.

Griffin Creek, Lake Saskatchewan (High Prairie) Grand Prairie, Water Hole, Spirit River, Lake Saskatchewan and Beaver Lodge, Crossfield-Wed., Thurs., June 20-21, 1917.

Edmonton-Mon.-Fri., July 9-13, 1917.

Lacombe-Wed.-Thurs., July 17-18, 1917.

Wetaskiwin-Wed.-Thurs., August 14-15, 1917.

Coronation-Tues.-Wed., August 7-8, 1917.

Letellier-Fri.-Sat., August 10-11, 1917.

Castor-Tues.-Fri., August 13-15, 1917.

Corporation-Tues.-Wed., August 14-15, 1917.

Disbury-Wed.-Thurs., Sept. 6-6, 1917.

Olds-Fri.-Sat., Sept. 7-8, 1917.

Three Hills-Wed.-Thurs., Sept. 11-12, 1917.

Louisa (Hayes)-Thurs.-Fri., Sept. 13-14, 1917.

Innisfail-Wed.-Thurs., Sept. 19-20, 1917.

Idley-Friday, Sept. 21, 1917.

Idley-Saturday, Sept. 22, 1917.

Idley Mountain House-Saturday, Sept. 23, 1917.

Idley-Sunday, Sept. 24, 1917.

Ponoka-Wed.-Thurs., Sept. 26-27, 1917.

Millarston-Friday, Sept. 28, 1917.

Trochu-Tues.-Wed., October 2-3, 1917.

Bowden-Friday, October 5, 1917.



Scene from "Aladdin," Lyric Theatre, Thursday, April 12th



There's all the difference in the world in meats, as in people. Our aim is to buy and serve the very finest grade of hams, breakfast bacon, pork tenderloins, sausages, sucking pigs for roasting, as well as beef and mutton. These are the best to be had anywhere, and that we succeed in our endeavours is proven by the patronage of those that know. We solicit your orders.

Special for This Week—All kinds of FISH

SALMON CRABS HERRINGS HALIBUT

All these are strictly fresh.

WILSON & TEASDALE

Gatz Avenue S., Red Deer.

ICE CREAM AT HAMILTON'S

Always Remember It's Pure

Ice Cream - Sundaes - Ice Cream Sodas

A Specialty

Red Deer Bakery

Phone 15

DO YOU KNOW!

That Phosphor Bronze is the best metal

speed bearings and was generally used in all cream

separators. That Phosphor Bronze costs about

\$14.00 per lb. and cast iron about 3c. That most

cream separator makers have substituted cast iron

for phosphor bronze because it is nearly 500 times

cheaper. That the

Primrose

has PHOSPHOR BRONZE Bearings throughout

That the Primrose is automatically oiled and will

skim cleaner than you ever expected to see milk

skimmed, call and let us explain why. It doesn't

necessarily follow that because a machine was the

best a few years ago it is the best today. You

don't thresh your grain with a horse-power outfit

now, why shouldn't Cream Separators be improved

as well as threshing machinery?

Call and see the Primrose. This is the first in-

duction into Canada.

WHITBY & COTTON

Phone 93 Gatz Ave., Red Deer Box 728

This Week We Are Showing Some

New Designs In BRASS BEDS

These beds are in the beautiful satin finish and while extremely

moderate in price are unsurpassed in beauty of design and

quality of workmanship. Prices \$16.00, \$19.50, \$26.50.

Felt Mattresses.

We have a large stock of Improved Coil Springs, 108 steel

coils, guaranteed for 10 years, price \$7.50.

We are Agents for the famous Ostermorn Mattresses

The most useful piece of furniture in the home is the

Kitchen Cabinet

We would like to show you our new ones. They have the

latest improvements: aluminum top, roll front on the principal

of the roll top desk, metal flour bin with sifter attached, metal

bread and cake box, galvanized steel bottom to cupboard, in

addition to the ordinary equipment of a kitchen cabinet.

E. G. Johns & Co.

MURRAY CIGARETTES



The blending is exceptional
Smugglers



Everywhere Why?

Finest Quality

FIFTEEN CENTS

The House Fly Dangler

(Canadian Grocer, March 16.)
Did you ever stop to ruminate upon the fly? Fly, say you? Why talk about the fly in March? There's a reason, friend. We would urge you to join the legion, whose initials are a fly swatter, the self-appointed reception committee for the fly.
The fly is not an uninteresting creature. Pook has been a student of his little ways, interesting books, too. He has a vast circle of acquaintances but no friends. Not that he seems to care. His life is one striking example of care-free abandon, from the moment when he clatters from his malodorous birthplace in the stable, till an elderly and respected great grandfather in his own community, he falls a victim to the oft-avoided swatter. In the end, a half day's of his age, he flits from one thing to another, now he bathes in the gutter, deisting in this occupation long enough to rain father's temper for a day, by dancing on the end of his nose. Back to the salubrious precincts of the cesspool, into the dining room to take leisurely walk around the edge of the coffee cups, and so on. A merry, care-free life!

Of recent days the fly has become the subject of general approbrium and people are beginning to realize the menace that lies in this care-free pest.
Pointing the Moral for the Grocer.
How does this little homely associate itself with the grocer? Well, it does so in this wise: The fly is omnipresent, and the grocery store is a much his field of activity as any other place. That may have been all well and good in the year 1900 A.D., when personal cleanliness and general principles of hygiene were not encouraged, when people lived peacefully without the knowledge that there was any such thing as a germ, and consequently looked on the visit of the undertaker as being all in the day's work.
But people of recent years have a painfully intimate knowledge of germs, they know that germs are responsible for all human ills, or very nearly so. They know also that the "carriage" consequently they they see a fly ambulating indolently over a strip of bacon, their desire for that bacon disappears. And, mark you, the fly is the greatest hindrance to the pedestrian living. It can walk over and taste a most surprising quantity of things in a day. None of these things are impure as far as germs are concerned. They may not all become term ridden, else we would all probably be dead and this world given over to a paradise for flies.

Whether they are or not one can't help a feeling of distaste at the sight of a fly nibbling at the crust of a bit of cake or pastry.
That is where the grocer comes in. You can't build up a business when your customers are skeptical regarding the cleanliness of the things you sell. Some of these people may not be too scrupulous in their house, but they are scrupulous in the less cavil at any laxity on your part.

There is nothing that so quickly makes a grocery store as of a second grade as the cheerful hum of a fly.
Begin the Summer Well by Swatting the First Fly.
It may be argued that we are getting a little ahead of the procession in campaigning against the fly this time. May be so, but one of the warm days the first fly is going to land on your candy display, and now upon the situation, is going to make up its mind to stay with you. Now is the time to start this creep after the cobweb covered legs, and eradicate each and every display, dispose of that care-free invader.

If you don't, well, he'll take upon his wife, and as you can hardly be more stern with a lady you will let her sit and primp on the cheese. Next thing you know she has presented him and mother and a thriving family of 150 small flies. Now, it is reasonably to be supposed that at least one-half of these will be lady children. In three days these children will have gone through all the tiresome process of being born, learning to walk and talk, going to school getting married, and each one of this very fly will contribute another 150 children. There you have it, 11,250 healthy children, half of them ladies ready to contribute their little quota of 150 children, and that is so to speak, the first child. Even without counting the second generation, the fly family will total up into a very respectable number of thousands. But even proceeding along the simple system we adopted of following the increase of only the first child, so to speak, there would be at the month end some 10,000 flies, natural descendants of that first fly, who sat and preened himself on your candy display, and escaped, because it was a nice bright sunny day, and you did not feel like swatting anything.

We could go on totalling up the number of flies for you, but they would fooling around with all those figures. But just take this one tip. Put the kids under that first fly, no matter how innocent and free from flies he may seem, and there follows him an army of descendants, that the most diligent cleaner will not be able to cope with.
How the Fly Endangers the Store Trade.
The presence of flies is the greatest danger the trade of your store can face. That's one reason every grocer should be interested in the fly.

There is another side, however. What applies to your store applies equally to the home. The fly is the great danger.
Herein lies a source of revenue that may serve to recoup you for the time spent in attending to the fly. People must use some destructive measures against the fly, and the more the better. Here is a business they won't naturally take the hands of the grocer. It is his to encourage and to increase.
The increasing demand for the advertising is all done for you. Everywhere the campaign against the fly is being relentlessly urged. It is yours to encourage, every medical assistance, therefore agreed to the Canadian Pacific Railway building six new hospital cars, fitted up on the most up-to-date lines from the point of view of hygiene and medical efficiency. All the necessary points for comfort and easy transport have been considered, as well as the facilities for rendering every medical assistance to the men while travelling.
The entire Commission, were turned out on lines very similar to the original and to increase.

Comforts for Returning Heroes



special foods to be provided for the wounded soldiers, when occasion arises. The medical officers' quarters are fitted in the form of a compartment with upper and lower berths, and a small dispensary.
OFFICIAL INSPECTION MADE.
The ward car consists of one large room the length of a standard sleeper, and lavatories at either end. Standard hospital cots are installed in both cars, the floors are covered with linoleum and the walls carpeted. A special feature in the introduction of a "bad weather entrance." The composite cars have two side entrances, in addition to the usual ones at each end. The side entrances, where the patients will be received, have been fitted with very heavy curtains which can be drawn closely in bad weather, thus affording ample protection from draughts to the patients already in the cars. The cars will be easily distinguished by the large Red Cross, painted on either side of the words "Military Hospital."
At Col. Walter Maughan, representing the Canadian Pacific Railway Company, received Col. Dr. Alfred Thompson, Chief Medical Officer of the Military Hospitals Commission, Col. J. S. Sharples, Officer Commanding the Military Hospital, and Col. E. M. Ennals, D. C. B., Director-General of Supplies and Transport, and conducted the party on a tour of thorough inspection through the composite cars and the ward car. The party came from Ottawa expressly to make the inspection, and subsequently expressed their very genuine delight with the results of the inspection. They said as perfect in every detail that they could offer no suggestions for any improvements. Later Captain Symonds, Architect of the Military Hospitals Commission, and Mr. S. Armstrong, Director of the Military Hospitals Commission, made a similar tour of inspection. The cars go into operation immediately.

THE FARMERS' MARKET

FOR Grain, Hogs & Cattle

We buy any quantity and PAY CASH. See us before you sell.

Office: Hewson's Barn, Red Deer

Phone 45. Night Phone 69.

H. M. TRIMBLE

Lacombe Red Deer Eckville

WHEN HUNS FLITTED IN DEAD OF NIGHT

Dramatic Episode at Courletville Before Canadian Position—Canadian Rejoiced

When the Canadians were at Courletville one of the most dramatic incidents in the campaign happened writes Stanley Rutledge, of Fort William, Ont. The flanks had been driven hard for three days, the result being that the German centre was shoved up into the apex of a triangle so to speak. The pressure was constant but the Huns held on. We were opposite them, and by reason of their precarious position a vigilant watch was kept in order that we might make any retreatment costly. When night came on the flares were set out as usual. The enemy was nervous, but their centre still held. Green lights, red lights, white lights spiralled into the gloom.

Fled in the Night.
But in the morning the sounds and snipers, who do the greater part of the close observation, reported a "great calm." There were no signs of Fritz. Not a head appeared above the top row of sand bags, no sentry on guard against a surprise, yet every report said: "There is no movement, the trench seems to be unoccupied." About 12 noon, a party of bombers went up an old trench that led into the German line; they took the precaution of throwing bombs but no reply was made. Our men went on and on.
The thing became contagious. Our boys climbed over the parapet and transferred as will over "no man's land." Where was Fritz? It was as if peace had come. The Germans were where gathering snipers, taking new lines, bringing in German wounded from shell holes. "Just like a blooming picnic at home," remarked one chap. "Never have I felt so buoyant." Men laughed, joked, smoked and became again as children. Those who were there would never forget that afternoon.

Located a Mile Away.
Of course, the Germans had gone back to a new line of defence—a mile back. They were busy consolidating, and that accounted for the quietness of the scene. We found them at night when our patrols were out. Such happenings give relief to the great tension and an insight into the compelling force applied to the enemy by France and Britain on the Somme.

Belgian Fate Day.
Many Belgian officers and soldiers were present at the singing of a solemn "Te Deum" at Westminster Cathedral in celebration of the name day of the King of the Belgians. The National Anthem and the "Brabant" were played by the Belgian Grenadiers' Band.

SEVEN YEARS TORTURE

Nothing Helped Him Until He Took "FRUIT-A-LIVES"

ALBERT VARNER
Buckingham, Que., May 3rd, 1915.
For seven years, I suffered terribly from *Severe Headaches and Indigestion*. I had belching, gas from the stomach, bitter stool would come up into my mouth after eating, while at times I had nausea and vomiting, and had chronic Constipation. I went to several doctors and tried every natural remedy, but without benefit. I tried many remedies but nothing did me good. Finally, a friend advised "Fruit-a-lives". I took this grand fruit medicine and it made me well. I am grateful to "Fruit-a-lives", and to everyone who has pleasurable health with Constipation and Indigestion and Bad Stomach, I say take "Fruit-a-lives", and you will get well.
ALBERT VARNER
Box, a box, 6 for \$2.50, trial size, 25c. At dealers or sent postpaid on receipt of price for Fruit-a-lives Limited, Ottawa.

Prompt Settlements On All Live Stock Consignments

Sales are promptly made, HIGHEST POSSIBLE MARKET PRICES are ALWAYS SECURED, and, in some cases hardly 24 hours elapse from the time the shipment was made to the time when the farmer's cash returns are available to him at his country town.

We have sold over \$1,500,000 worth of Live Stock at the Calgary Stock Yards, and have recently opened office at the Edmonton Stock Yards, to either of which the individual farmer or stockman or organized communities will find it profitable to consign their cattle to.

We look after all details and can assure you of good returns.

The Alberta Farmers' Co-operative Elevator Company Limited
320-340 Lougheed Building - Calgary

An Ad. in The News is an Investment

LICENSED CHIMNEY SWEEP

Having secured a new machine direct from England, I will clean stoves, furnaces, pipes and chimneys. I have the only machine in the city. I also repair and build chimneys. Work guaranteed.
P.O. Box 240 E. HASTE PHONE 7

FEED BARN
Feed and Sale Stable
Prompt Attention—Quick Service
Dry Wood For Sale \$2 per load
Cash with order.
GEO. CHAPMAN - Prop
Block south of P.O. Phone 122

C. T. ELINE
BUILDER AND CONTRACTOR
Estimates Cheerfully Given
Address: P.O. Box 374 or Phone 26
Box, a box, 6 for \$2.50, trial size, 25c. At dealers or sent postpaid on receipt of price for Fruit-a-lives Limited, Ottawa.

Seed Grain Testing

The Department of Agriculture wishes to urge upon the farmers of the Province the necessity of testing seed grain for germination. A glance at the figures from the different seed testing laboratories in the Province where farmers' seed is being tested, is convincing proof of this necessity. Numbers of samples of oats have been forwarded to these laboratories which germinate, in the case of oats as low as 17 per cent, in about 25 per cent, and in barley 30 per cent. The appearance of a sample of oats is no guide as to its germinating power. Oats, which will weigh up to forty-five pounds per bushel and appear perfectly bright and plump, may germinate very low. The exact amount of water in the seed, the barley is a better indication, but could not be relied upon.
Some of the grain has been injured this year by hot weather. On account of the damp harvest and also on account of the fact that there were several snowstorms during threshing, a great deal of the grain is showing rot, with the result that some bin heating has taken place, and, naturally, reduces the germinating strength. The Province is fortunate in that there is plenty of good seed grain to hand, but the farmer, when he buys the kinds are at a premium, it is important that the farmer should take no chance in the matter of sowing seed. That is why it is so important that the most favorable, and no matter how well the work of cultivation may be done, the use of poor seed may prevent the possibility of reaping even a fair crop.

Some people are of the opinion that if grain shows a low test for germination, all that is necessary to do is sow more per acre. Anyone who will take the trouble to test a sample of grain sown in a box of earth at home will soon be convinced that this is bad practice. There is a very great deal of difference between grain which germinates in five days showing a strong shoot, as compared with grain which will germinate in seven or eight days and show a weak shoot. It means that if the spring weather is unfavorable, that is if cold and dark weather continues, with light frosts, the grain which shows a weak shoot will stand less of these adverse conditions than will the strong, vigorous plants that grow from seed of strong germinating power.
Under these conditions, the Department strongly urges each farmer to test his seed, and to take a sample in an envelope to one of the following seed testing laboratories—
School of Agriculture, Claresholm
School of Agriculture, Olds
School of Agriculture, Vermilion
Seed Branch, Department of Agriculture, Edmonton
Seed Department, University of Alberta, Edmonton
Dominion Seed Laboratory, Calgary.
The testing will be done free of charge and a report made direct to the farmer.

It is quite possible for a man to do his testing at home by counting out a hundred seeds from a sample of grain, and sowing a box of earth which is kept moist and warm. In these tests show less than sixty or sixty-five per cent germination. The seed should not be used unless the growth is particularly vigorous and

strong. There is one distinct advantage in making the test at home, in that the vigor of growth may be noted from day to day and the test can be over a period of ten or twelve days.
If anyone finds it impossible to secure good seed in his own district, the Department of Agriculture, at Edmonton will be pleased to supply information as to where good seed may be secured.
DUNCAN MARSHALL, Minister of Agriculture.

CLIP THIS AND PIN ON WIFE'S DRESSER

Cincinnati man tells how to shrivel up corns or calluses so they lift off with fingers.

Once I ! ! ! ! This kind of rough talk will be heard less here in town if people troubled with corns will follow the simple advice of this Cincinnati authority, who claims that a few drops of a drug called frezone when applied to the sore, softens the corn or callus so it stops soreness at once, and soon the corn or callus dries up and lifts right off without pain.

He says frezone dries immediately and never inflames or even irritates the skin, but will positively remove every hard or soft corn or callus from one's feet. Millions of American women who are suffering from corns and calluses should know of this frezone. If your druggist doesn't have frezone tell him to order a small bottle for you.

Jack London's Strong View
The late Jack London, the writer, who was down on Germany, seventy millions of panics, he called the "Huns." When he saw a bloodthirsty killing going on, he said, "I am a gun," he said. "I am with the Allies and death, by English race and philosophy, conviction of righteousness of their cause," he declared. Just before his death he was arranging to come to Canada to enlist for overseas.

IRRITATED & SORE?

There is something in Zambuk that makes this famous balm victorious over obstinate skin diseases. Mr. John L. Freetate, of Chicago, N.B., writes: "A rash appeared on my head and quickly spread until my head was entirely covered with sores. I was a shocking sight, and was suffering a great deal with the burning and irritation. I consulted a doctor, who told me I had eczema, and although he prescribed several medicines which I used, I did not seem to get any better."
"Then I tried Zambuk, which I bought from a friend. I used it for a few days, and the sores were entirely healed. The inflammation was drawn out, and before long the sores were entirely healed."

Zambuk is the world's great herb skin cure, and is unsolicited for ulcers, old sores, bad legs, blood-poisoning, ringworm, and all skin diseases. It is a sure cure for all skin diseases. All druggists or Zambuk Co., Toronto; 50c. box, 2 for \$1.00.

